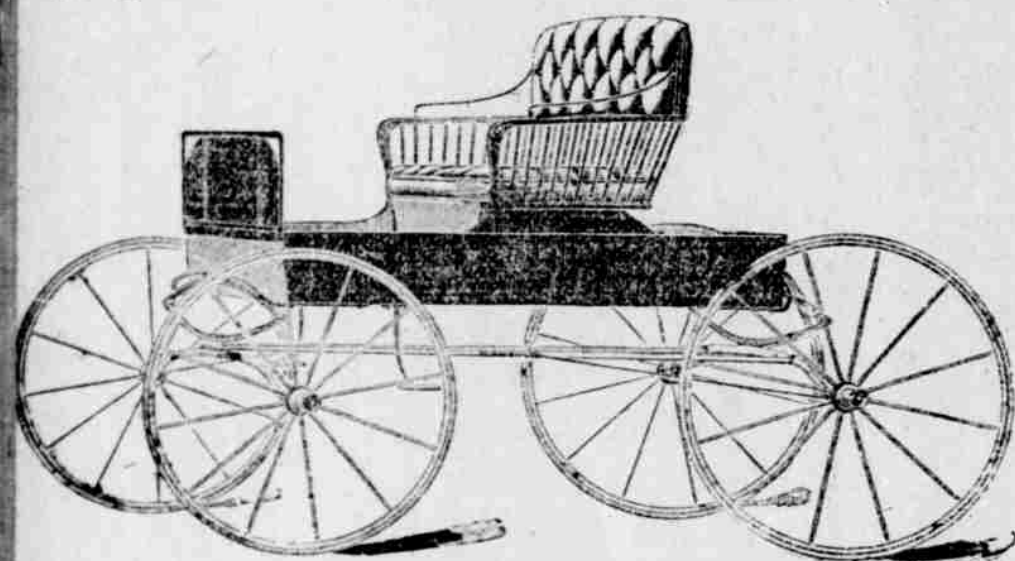


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Critical and particular people who are competent to judge the merits of a vehicle, unhesitatingly state that our Phaetons, Surreys, Bike Buggies and Road Carts are not alone superior in style and finish to those offered elsewhere, but that they are the cheapest vehicles on the market.

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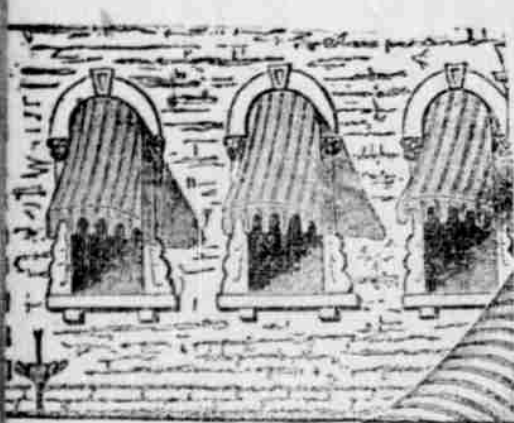
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Quality Regulates Price.
Pommery commands from two to six dollars more a case than any other leading brands, as per figures taken from Ridley's Wine and Spirit Trade Circular, London.

POMMERY	Vintage 1893	56s.	to 91s.
G. H. MUMM	" 1893	70s.	" 76s.
PERIER JOUET	" 1893 Extra Cuvee	G 65s.	" 60s.
MOET AND CHANDON	" 1893	" 20 79s. 3d.	" 84s. 3d.
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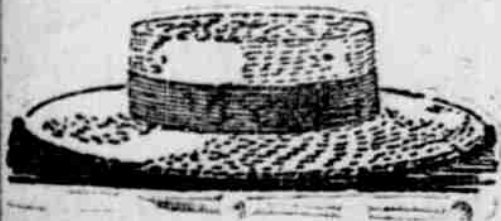
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KING STREET
ABOVE BETHEL.



There was a small exodus from Honolulu yesterday. People anxious to get to Hilo to see the Fourth of July races crowded the Kinau, and long before the vessel sailed for the big Island all accommodations were taken and many persons had to be turned away to postpone their trip until the next going of the Kinau or the Claudine.

The Kinau left at noon yesterday. Cabins for the next trips of the Kinau and Claudine are already spoken for. The Kinau takes her regular run to Hilo next week, while the Claudine instead of going to Kahului and way ports only, will also take in Hilo for the benefit of the large crowds desirous of witnessing the races.

The following are those who have already booked for Hilo next week: Miss Hugby, Mrs. Like, Miss Zeigler, Miss Ida Zeigler, M. H. Perby, M. A. Myrick, W. M. Cunningham and wife, Miss Lucy Kekoa, A. W. Seabury, W. Norton, Misses E. M. and B. A. Loebenstein, M. T. Figueroa, Henry Akau, Abraham Kaleikau, D. Kupihea, O. Akau, E. K. Devauchelle, W. F. Drake, F. H. Driscoll, L. H. Dee, wife and child, Mrs. Sam Macy, Anna H. Horn, Captain Cluney, H. R. Hitchcock, J. D. McVeigh, Miss Hapai, George Hapai, Mrs. Creighton and daughter, A. K. Nawahi, J. L. Like, J. Kakuku, J. Bolster, Raymond Coan, Mrs. F. G. E. Walker, Blaisdell, Henry Ah Fong, J. W. Cathcart and wife, J. Smith, Mrs. Tair, Mrs. Kanae, Mrs. Kualaku, W. E. Wisner, George Rodeck, Mrs. Irene Brown, Mrs. Samuel Parker, C. K. Lyman, Sarah Lyman, Miss Margaret Aman, Thomas Hill, Miss Keenohou, R. E. Byrne, wife and 2 children, Mrs. Thomas Murray.

MANY TIMES IN PERIL.

SAN FRANCISCO, June 16.—Steward Patterson of the British ship Windsor Park, now in port, has had a rapid succession of thrilling experiences. On the voyage from Newcastle, Australia, to San Francisco the cargo of coal caught fire and it was only by eight days of hard work that the ship was kept from being destroyed. The sailors say they were saved by the direct assistance of Providence. Every man on the water front remembers when the British ship Brebuck came into port afire and was beached at Sausalito. Patterson was steward of her on that occasion. The British ship Durisdeer, formerly the City of Lahore, was wrecked on the Newcastle bar a year later. Patterson was steward of her. The Ecclefechen, from Portland for Liverpool, was dismantled in a gale off the coast and had to put in here in distress. Patterson was steward of her and last of all he was steward of the Blairmore when she capsized in Mission Bay, and had it not been for his presence of mind and prompt assistance half a dozen more men would have been drowned.

SAILED FROM THE COAST.

SAN FRANCISCO, June 15.—Four deep-water vessels sailed to-day, three of which had been detained in port for many days, waiting for crews. The brig Galilee got away late this afternoon for Tahiti, and the police kept a watch on her until she left port. All day long a number of boarding-house men and runners hung about the vessel trying to get the sailors out of her to ship them on other vessels. Captain Dinsmore became aware early in the day that trouble was brewing, and notified the police. Sergeant Mahoney dispersed the crowd, and to prevent another gathering, Policeman Dawer remained by the vessel until she sailed.

The newly christened American bark Star of Bengal sailed for Melbourne with a cargo of general merchandise, largely composed of lumber. She was also held for several days waiting for a crew.

SOME WINGED FLYERS.

Of late some very fast passages have been made by sailing vessels and some magnificent runs have been made, which though not equaling the run of the old famous clipper ships, still shows that America can build as good and as speedy vessels as any other nation. There lies before us a statement to the effect that the American ship Erskine M. Phelps, of 2,393 tons, with a cargo of 4,627 tons of coal from Norfolk, Va., and bound to Manila, had arrived at that place after making a passage of 122 days. It is further stated that but for the calms encountered the ship would have made a record run, as she made 195 knots per hour for 95 consecutive days. This is fast sailing indeed, and though not comparable with the run of the old time clipper James Baines, which made 420 miles in 24 hours, nor with that of the Flying Cloud, credited with 412 miles for 24 consecutive hours, or 17 knots per hour, yet the performance of the Erskine M. Phelps is a creditable one and reflects honor upon her builders. Though for the time being she made only a little over 8 knots per hour, the fact that she is built for carrying a large cargo rather than for speed shows clearly enough that if required our shipbuilders could undoubtedly produce a clipper ship superior to any that the world ever saw. The other day the German ship Schwarzenbeck arrived at Falmouth, England, with a cargo of grain from San Francisco in the remarkable time of 96 days. Taking the total sailing distance as 16,000 miles, the ship must have averaged 167 knots per day or about 7 knots per hour. The days of the sailing ship are certainly not numbered as long as they can make such showings as above mentioned. Their sailing power and speed is how-

ever sure to be increased greatly as the ships increase in size.—Coast Seamen's Journal.

TROUBLE IN ASHANTEE.

Money Taxes at the Root of It—Absence of Golden Stool.

The little war which Great Britain has on its hands in West Africa is likely, according to the latest dispatches from the Gold Coast, to give some trouble before it is over. The immediate cause of the difficulty with the natives is incidental to the transition through which they are passing from a condition in which taxes were paid and trade was carried on in kind and with cowries to that of a money-using community. The taxes since the British administration has taken over the country, have been rigorously exacted in money, especially the obnoxious hut-money, which has been the cause of nearly all the risings against British authority in Africa. The present Ashantee trouble has its origin in this cause, though the Golden Stool plays a part in the matter. The Ashantee contention appears to be that taxes are only leviable by order of the Golden Stool, but this is only another way of saying that they refuse to recognize the authority of the British Governor to demand or receive taxes. The plea of the absence of the Golden Stool is simply a subterfuge. The real point is that besides being partly unable and partly unwilling to pay the taxes imposed by the British authorities, the Ashantees are still loyal to the old native dynasty, and they may have thought, after hearing of the British defeats in South Africa, that an opportunity presented itself for throwing off the British rule.

They have also not forgotten the causes that led to the great war of 1874 and its results. The trouble then arose out of the transfer by the Dutch of their rights to Elmina and the surrounding territory, which they held under a lease from the King of Ashantee, dating back to the last century, to the British in exchange for the settlement of Acheen in Sumatra, held by the British under similar conditions from the Sultan of that country. Under the treaty of lease the Dutch were pledged, if ever they gave up the Elmina settlement on the Gold Coast to hand it back to the King of Ashantee, but those who made the transfer to England in 1872 were either ignorant of the existence of this stipulation or disregarded it, and when the then King protested against the breach of the agreement he was referred to the British Government. Receiving no satisfaction from it he took the matter into his own hands, and with an army estimated at 20,000 men marched into the disputed territory to maintain his right of access to the sea. But small-pox and the BritishSlider rifle, aided by the defection of some of the tributary and allied tribes, ended his power of resistance and a treaty of peace was signed in 1874 which brought the country virtually under British control. It was not, however, until 1897 that the British Government finally accomplished its purpose of abolishing the semi-independence of the country and turning it into a Crown colony. King Prempeh, the last of the Ashantee Kings, is now a British political prisoner, but the emblem of sovereignty, the Golden Stool, has not passed to his British successor, which gives the astute leaders of the present revolt against British rule the justification for disputing the legality of its acts.

Some of the Ashantees are armed with modern rifles, and they are said to have several machine guns. Their want of training, however, renders these last of doubtful value in their hands, and the French Government, through whose territory arms and ammunition were being smuggled into Ashantee, has prohibited the continuance of the trade. The relieving force, which has been sent up from the coast to raise the siege of Kumassi, has by last reports met with a check, which will encourage those tribes that have hitherto held aloof to join in against the British. It is, however, only a question of time how soon the rising will be put down, though the rainy season, when military operations will be exceedingly difficult, is at hand. A sufficient force of Hausas, the best material for soldiers in West Africa, with a stiffening of bluejackets, and the West Indian troops will no doubt soon be on the ground and marching to the relief of the besieged Governor and garrison. The great difficulty at present is the transport of supplies, but this is being overcome by the employment of women carriers. Meanwhile, orders have gone out from England to hurry on the prolongation of the railway that now runs from Sekondi on the coast to the gold mines at Tarkwa to Kumassi, a total distance of 141 miles, and the sum of \$25,000 per mile has been provided to cover the cost of its construction.

AMOS HOUSE TORN DOWN.

Was an Ancient Tavern Which Sold a Minced Pie For a Pound.

James Holmes, who for five years has owned the property on the northeast corner of Christopher and Greenwich streets, has had the old tavern which for many years stood there torn down, and will erect in its place a modern hotel. Greenwich village has lost one of its most historic landmarks in consequence.

The quarter known as Greenwich village was originally the estate of Sir Peter Warren. Upon his death the property was divided among his three daughters, one of whom was Lady Abington, wife of the Earl from whom Abington Square derives its name. Among her earliest tenants was the Amos family, who almost 200 years ago rented the little two-story farm house which has been recently torn down to make room for the new hotel. While the English had possession of New York in the revolution some British officers held a banquet at the Amos house, which had then become a tavern. The bill rendered them was as follows:

	£	s.	d.
To piece of beef and cabbage	0	7	6
To a dish of tripe and cowholl	0	6	0
To a leg of pork and turnips	0	8	3
To two puddings	0	14	6
To a surloin of beef	0	19	6
To a turkey and onions	0	9	0
To a leg of mutton and pickles	0	6	0
To a dish of chickens	0	19	0
To a minced pie	1	0	0
To fruit, cheese, bread, &c.	0	7	6
To butter for same	0	7	6
To hire of two negroes to assist	0	6	0
To dressing dinner, &c.	1	4	0
To 21 bottles of wine	3	2	0
To beer and syder	0	9	1
	10	19	6

There is a tradition in the neighborhood that Alexander Hamilton died in the Amos house after his duel with Aaron Burr, but this is an error.

Old John McCullough, nearly 80 years of age, was one of the frequenters of the tavern about the middle of the present century, and with him were such well-known characters as Marty Keese, Billy Powers, Steve Mitchell, Bob Mitchell, Glen Turner, Phil McCullough, Tim W. W. Sherry Hendrickson, Pete Masterson, Joe Devine, John Van Wart and Billy Eyring.

For that tired feeling, brace up on Jesse Moore "AA" whiskey; it is the perfection of Kentucky distilling.

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Is in recent receipt of new supplies from New York of Staple and Fancy Stationery, consisting of OFFICE AND BUSINESS NECESSITIES, HOUSEHOLD REQUIREMENTS AND FASHION'S FANCIES.

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SODA in Siphons, and Other Aerated Waters.

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10 Fort Street.

MOONLIGHT

"From Vagrant Verses" by H. M. Ayres

Abso the ships of night their lights are burning,
Shoreward the whispering tide is slow returning,
And souls of flowers fill the night with yearning:
Aloha we.

O'er all, the moon her silver charm is flinging
Afair, the guitar's lary chords are ringing,
And softly sweet a gentle voice is singing—
Aloha we.

O beautiful spot! in Nature's bosom lying,
O wondrous voice! soft as the zephyr's sighing,
O Heart—sweet heart! in living or in dying,
Aloha we.

The above is taken from the beautiful little booklet entitled "Vagrant Verses" and for sale at the

Golden Rule Bazaar.

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